C9700-3

THE WEEKLY OF
BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

Vol. 39 No. 12 September 17, 1984 Page 89

INSIDE

Carrier Slot Talks Conclude .....Page 90
AA Considering Commuter Network ... Page 91
August Shipments and Billings .....Page 93
Business Aviation Briefs .....Page 94
Marketplace .....Page 96

AOPA FILES SUIT TO OVERTURN CURFEW AT SAN DIEGO AIRPORT

Aircraft Owners and Pilots Association last Thursday filed suit in federal district court in San Diego seeking to have an 11:00 p.m. to 6:30 a.m. curfew at Montgomery Field in San Diego declared unconstitutional. The suit, which seeks injunctive and declaratory relief, was filed in U.S. District Court for the Southern District of California on behalf of AOPA and its members. Despite filing the suit, AOPA is still seeking resolution of the matter prior to commencement of court proceedings.

The San Diego City Council adopted a curfew ordinance at the airport on Aug. 21, which went into effect early this month at the heavily used general aviation facility. Action was precipitated by noise complaints from persons living near the airport. The prohibition on all but emergency flights during the restricted hours was termed an "interim curfew" that would remain in effect for one year or until a noise monitoring system is installed and operational.

AOPA said the city's ordinance infringes on an area preempted by the federal government, adding that such action is "unreasonable, arbitrary and discriminatory" and therefore exceeds the authority of an airport proprietor and is in violation of the Supremacy Clause of the U.S. Constitution. AOPA also charged the ordinance conflicts with the Federal Aviation Act of 1958, which provides for safe and efficient use of the navigable airspace, constitutes a breach of the city's contractual obligations with FAA and is an "unreasonable and undue burden on interstate commerce, which will far outweigh any benefit derived by the city."

FAA EXPECTED TO PUBLISH NEW FLIGHT TIME RULE EARLY NEXT YEAR

Federal Aviation Administration concluded public discussions of proposals on a new series of flight time limits for commercial pilots last week and agency officials told *BA* they expect to complete writing a final rule by the end of November. FAA held the last of a series of meetings last Tuesday with a group of industry representatives who have been working with the agency in fashioning a new flight time standard for Part 121 and 135 commercial pilots *(BA, July 30/33)*. No major changes were adopted at last week's session and it is expected the final rule will closely reflect an NPRM published early this year *(BA, April 2/107)*.

An FAA official said there are three major questions still to be resolved: should the minimum rest period for pilots be 7.5 hours or eight hours?—normal rest period would be nine hours, but would be allowed to slip to either eight or 7.5 hours under certain circumstances; should operators be permitted to schedule pilots for up to nine flight hours (instead of eight) during the same duty period?; and, should Part 121 standards be required for aircraft with more than 30 passenger seats or should commuters be able to operate under Part 135 with aircraft up to 60 passenger seats? Although there are several other issues still undecided, an FAA official said those three are the most controversial. He said he expects FAA to complete a final rule by Nov. 30. It will then begin executive branch review and could be published early next year if there are no major problems.

MINETA BLASTS ADMINISTRATION FOR FAILURE TO HIRE ENOUGH CONTROLLERS

The Reagan Administration made a "major miscalculation" by failing to hire enough air traffic controllers during the past two years, Rep. Norman Mineta charged last week. The controller shortfall is one of the

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. COPYRIGHT © 1984 ZIFF-DAVIS PUBLISHING CO. ALL RIGHTS RESERVED. REPRODUCTION IS STRICTLY PROHIBITED. SUBSCRIPTIONS: ONE YEAR $190, SIX MONTHS $115.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY — AUGUST UNIT SHIPMENTS

		Aug. 84	Cal. Year	Fisc.** Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	4	7
BE-C24R	Sierra	0	2	2
BE-F33A	Bonanza	3	19	22
BE-V35B	Bonanza	1	5	5
BE-A36	Bonanza	7	71	90
BE-B36TC	Bonanza	1	28	44
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	1	3	3
BE-58	Baron	3	34	44
BE-58TC	Baron	0	0	1
BE-58P	Baron	2	19	21
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	0	8	16
BE-C90-1	King Air	4	19	21
BE-F90-1	King Air	1	11	18
BE-B100	King Air	0	0	0
BE-200	Super King Air	2	22	37
BE-200C	Super King Air	1	1	2
BE-300	Super King Air	4	12	12
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	2	16	16
TOTAL		32	279	373
Manufacturers net billing - $28,153,069				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	3	16	19
HS-748		0	1	4
BAe 146-100			1	4
BAe 146-200		0	-	6
HS-125-700	Model A	0	2	4
HS-125-700	Model B	0	4	6
HS-125-800	Model A	3	5	5
HS-125-800	Model B	1	2	2
TOTAL		7	36	50
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	1	5	8
BN-2T	Islander	0	3	9
Mark III	Trislander	0	1	2
TOTAL		1	9	19
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	2	2
CL-601	Challenger	1	13	21
TOTAL		1	15	23
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		13	35	36
CE-A152	Aerobat	1	1	2
CE-172	Skyhawk	18	38	128
CE-172	Cutlass	0	8	11
CE-172RG	Cutlass	12	18	28
CE-182	Skylane	9	47	67
CE-182	Turbo Skylane	2	5	5
CE-182RG	Skylane RG	3	14	20
CE-182RG	Turbo Skylane RG	2	11	11
CE-185	Skywagon	2	11	17
CE-U206	Stationair 6	7	34	42
CE-TU206	Turbo Stationair 6	4	23	28
CE-207	Stationair 8	1	14	17
CE-TU207	Turbo Stationair 8	1	1	2
CE-210	Centurion	3	20	25
CE-T210	Turbo Centurion	6	43	47
CE-P210	Pressurized Centurion	1	13	27
CE-188	Agtusky	0	1	2
CE-188	AgTruck	0	5	6
• Multi-Engine				
CE-303	Crusader	7	28	36
CE-335		0	0	0
CE-340		1	9	10
CE-402		2	5	9
CE-404	Titan	0	0	0
CE-414	Chancellor	3	13	15
CE-421	Golden Eagle	4	8	9
CE-425	Conquest I	2	11	19
CE-441	Conquest II	3	5	15
CE-500	Citation I	1	4	6
CE-550	Citation II	3	24	34
CE-650	Citation III	5	31	39

		Aug. 84	Cal. Year	Fisc.** Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	3	3
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	1	5	6
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		117	538	725
Manufacturers net billing - $59,040,994				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	3	7	9
AD-My.50	Falcon	3	12	12
TOTAL		6	19	22
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		2	9	10
DHC-7		0	8	10
TOTAL		2	17	20
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	1	10	14
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	1	10	15
EMB-712	Tupi (PA-28-181 Archer II)	1	6	7
EMB-720	Minuano (PA-32-310 Saratoga)	0	5	6
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	5	5
• Multi-Engine				
EMB-110P1	Bandeirante	0	5	14
EMB-110P1A	Bandeirante	0	4	4
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	2	20	26
EMB-820	Chieftain	1	2	2
TOTAL		6	67	101
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	2	7
Fairchild 300		0	1	1
Merlin IV-C		0	2	3
Metro III		3	10	22
Expediter		0	0	5
TOTAL		3	15	38
Manufacturers net billing - $7,016,830				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		1	3	11
LR-36A		0	1	1
LR-55		3	12	23
TOTAL		4	16	37
GULFSTREAM AEROSPACE				
• Multi-Engine				
GR-1159A	Gulfstream III	3	23	32
AE-840	Turbo Commander	2	2	3
AE-900	Commander 900	1	5	14
AE-960		0	0	0
AE-1000		0	2	5
TOTAL		6	32	54
Manufacturers net billing - $40,648,000 (Exports: One G-III to Brunei)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	1	5	13
TOTAL		1	7	21

		Aug. 84	Cal. Year	Fisc.** Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		4	14	23
LA-250	Renegade	1	8	9
TOTAL		5	22	32
Manufacturers net billing - $595,504				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		6*	20	20
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	1	3
M-6-235		0	4	4
TOTAL		6*	25	28
Manufacturers net billing - $225,900				
(*Includes one special order M-6-180C)				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	0	10	12
TOTAL		0	10	12
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	1	3
Diamond		0	10	18
TOTAL		1	11	21
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	6	49	69
M-20K	231	10	38	66
TOTAL		16	87	135
(Exports: One M-20J to Australia)				

		Aug. 84	Cal. Year	Fisc.** Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	4	68	105
PA-28-181	Archer II	13	72	96
PA-28-236	Dakota	2	21	28
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	1	15	23
PA-32-301	Saratoga	1	13	16
PA-32-301T	Turbo Saratoga	1	5	7
PA-32R-301	Saratoga SP	0	11	24
PA-32R-301T	Turbo Saratoga SP	3	18	27
PA-46-310P	Malibu	9	63	73
• Multi-Engine				
PA-31-310	Navajo	0	2	2
PA-31-325	Navajo C/R	1	5	6
PA-31-350	Chieftain	0	14	22
PA-31P-350	Mojave	0	12	22
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	3	6
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	0	2	7
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	1	10	13
PA-34-220T	Seneca III	4	56	84
PA-44-180	Seminole	0	3	3
PA-44-180T	Turbo Seminole	1	8	8
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	6	5	5
PA-700P	Aerostar	1	7	8
PA-T1020		0	0	7
PA-T1040		2	5	6
TOTAL		44	419	610
Manufacturers net billing - $8,755,000				
SHORT BROTHERS LTD.				
• Multi-Engine				
SFJ-CS-7	Skyvan	0	1	1
SD-3-30		0	3	3
SD-3-60		0	19	28
TOTAL		0	23	32
SINGLE-ENGINE		162	995	1,370
MULTI-ENGINE		96	652	983
GRAND TOTAL		258	1,647	2,353

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	August			Calendar Year to Date			Fiscal Year to Date		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	32	38	22	279	276	389	373	378	667
British Aerospace	7	7	3	36	36	20	50	47	30
Britten-Norman	1	0	0	9	8	12	19	14	20
Canadair	1	*	*	15	*	*	23	*	*
Cessna	117	139	155	538	866	1,643	725	1,204	2,569
Dassault	6	5	1	19	22	40	22	43	57
De Havilland	2	0	*	17	9	*	20	17	*
Embraer	6(1)	7(5)	16(6)	67(19)	53(18)	137(44)	101(39)	86(32)	185(61)
Fairchild	3	1	0	15	9	29	38	28	65
Gates	4	2	5	16	21	64	37	49	108
Gulfstream	6	7	4	32	38	57	54	69	93
Israel	1	0	*	7	5	18	21	5	27
Lake	5	2	3	22	16	13	32	24	22
Maule	6	2	2	25	30	30	28	39	37
Maule Air Inc.	0	*	*	10	*	*	12	*	*
Mitsubishi	1	3	1	11	23	11	21	45	23
Mooney	16	11	12	87	90	127	135	141	199
Piper	44	42	64	419	443	706	610	710	1,175
Short	0	4	2	23	24	12	32	27	15
TOTAL	258	270	290	1,647	1,970	3,310	2,353	2,927	5,298

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available.

** Fiscal year October 1 - September 30.